

SUN READERS OFFER
TRAFFIC SOLUTIONSW. J. Crawford Suggests 3
Minute Intervals for North
and South Vehicles.

TWO FOR CROSSTOWN

Edward Hatch, Jr., Urges That
Shops Return to Spacious
Madison Square.

The campaign waged by THE SUN for congestion relief in the streets and on the subway and "L" have brought forth many expressions from readers. It is apparent that the problem which now is engendering the attention of city officials and which has brought civic organizations to aggressive activity is of universal interest. Here is a method of cure that has been suggested in a letter by William J. Crawford of Brooklyn:

"I am interested in the problem of traffic regulation in our city streets. As a military instructor, I realize the importance of 'keeping things moving,' especially where a column of vehicles is concerned. If I may, I offer the following suggestion or plan:

"Fifth Avenue (taken as an example) have the northbound and southbound traffic move for three minutes in every five minutes and the eastbound and westbound traffic move for the two remaining minutes in every five. In other words, have the first, second and third minutes in every five minutes allotted to the avenue and the fourth and fifth minutes to the side streets.

"There are many advantages in such a system. According to it a vehicle traveling at the rate of fifteen miles an hour could go three-quarters of a mile (thirty blocks) without a stop. It would also be possible to stop at Twenty-ninth street to Fifty-ninth street with only two or three stops of two blocks each, without a serious improvement over present conditions. Much time could be saved without resorting to speeding and as a result much if not all of the congestion could be done away with. The traffic which would be gathered in the side streets in the meantime easily could pass over the avenue in the two minutes allowed for it.

Benefit to Pedestrians.

"Pedestrians also would profit by this plan for they would have a clear way of three consecutive minutes on the avenue and regularly occurring opportunities for crossing to the other side. This would serve to do away with senseless and very dangerous delays. It is a common sight to see a man strive to hurry across a street as if everything depended on it, only to saunter along the sidewalk as he crosses another before it is his disposal. He rushes from habit.

"To bring the desired advantages of this plan it would be necessary to have uniformity all along the avenue. This could be secured easily by having the policemen using each figure on their watches as the starting time for the parallel lanes of traffic be near to the bell which could be loud enough to be heard by nearby drivers, thus facilitating matters still more. The bells could be operated from some central station on the avenue.

"This plan could be put in operation on other congested thoroughfares and if the parallel lanes of traffic be near to another adjustment of starting minutes could be made to avoid the tendency of reckless drivers rushing from one to cross another before it will close to escape the wait of a few minutes.

Views of Edward Hatch, Jr.

A suggestion for the redistribution of business is contained in the letter of Edward Hatch, Jr., of 156 Fifth Avenue. He says:

"Any material improvement in the traffic congestion on Fifth Avenue from Twenty-seventh street to above Fifth street might well be placed in the category of hopeless tasks. There is only reason to believe that the congestion will continue to increase, as there is reason in the argument for believing that no immediate or future plans can be found for relieving it.

"The elegance of this beautiful and wonderful avenue must be preserved by all means, and the removal of the out of date houses is obligatory for the continued use of its face. These old-fashioned residences must give place to more imposing edifices which will be commodious and sufficiently large to insure expenditures. This added luxury to the district would contribute money to the city and the side streets also would grow in big buildings and business population in proportion and patrons and employees will further add to the aggravated conditions.

"No relief would be obtainable by directing the overflow to Broadway and Sixth Avenue. The congestion at Thirty-fourth street and these thoroughfares is worse than on Fifth Avenue. And as for relief by Madison or Park Avenue, although the contemplated improvements, is also out of the question. An elevated railroad on Fifth Avenue? Removing those sewer and water pipes? And who of the women folk would go down into a Fifth Avenue subway?

Never Intended for Business.

"Fifth Avenue was never cut through for a business street and was adapted for intended for the purpose. It has always been known as America's famous walk. On Sunday, when the sidewalks are free, both on sidewalk and in the roadway, the finery of the individual and the handsome equipages of the metropolis stroll in public review. Parades were not parades unless they went up the great avenue. Parade day was a holiday. But it became hard to mix business with pleasure and excitement and now the authorities are petitioned to keep parade off the avenue on account of the interference with trade.

"But the proprietors and patrons who participated in this uptown movement must realize that it was something of a mistake for all to move uptown.

"The pioneer in the movement nearly marked business ability enabled him to survive the ordeal and leave a monumental store with a great organization as an evidence of his aggressiveness.

Returns to Madison Square.

"It may be a wild statement to make and suggest that to return to the vicinity of Twenty-third street and below would be a way out of some of the difficulty.

"Where Fifth Avenue and Broadway come together two of the greatest thoroughfares of the Western Hemisphere cross each other. The Madison Square, the broad streets on either side, a most ideal spot for the emporiums that now crowd upper Fifth Avenue and compel some of their customers to line up practically all day long for a few minutes if they would in front of a theatre box office.

"This beautiful esplanade cannot be equalled in any city. It is a place where automobiles can park conveniently with a fee and perfect light for the exhibition of goods and for conducting a retail business. For accessibility it cannot be surpassed; the Broadway cars, Fifth Avenue buses, cross-town Lexington Avenue cars, new subway (station) and the new elevated and the subway at Fourth Avenue, elevated rapid at Sixth Avenue, Fourth and Sixth Avenue surface cars, Third Avenue elevated and surface cars and the new space and access for automobiles through side streets.

Union Square Also.

"Just six small blocks below (all of them together not much longer than the block from Fifth Avenue to Broadway at Forty-second street) is Union Square with the same parking space, accessibility, good light, etc.

"Too far down town would be a wait, but how about the great store near Grace Church? It is down town, the furthest retail store in that direction, and still it probably has more trade than the combined business of many uptown retail stores. There are no patrons living in the vicinity. The neighborhood is not attractive, and still the largest business is being done and no traffic congestion or excitement—nothing but business.

"The question naturally arises, 'Why did all the stores move out of the Twenty-third street district?' It was not their intention, and the argument was that New York City was big enough for all and the retail business should not be centralized.

Violation of a Pact.

"It may not be known except to those that were directly interested that a compact existed between Lord & Taylor, Arnold, Constable & Co., Van Nostrand, Aiken, Son & Co., Stern Bros., Kinos and others to hold that neighborhood intact and not join the uptown movement.

"One of the largest Twenty-third street concerns, to show its good faith and confidence that the neighborhood was more desirable and that the compact would be held, erected an addition to the store.

Hotels and Restaurants.

HOTELS AND RESTAURANTS.

costing several hundred thousand dollars. But a discarded merchant suit, suitably obtained control of one of the largest establishments and immediately announced that on the expiration of certain lease, the establishment would join the uptown movement.

"There was at once a wild scramble for sites by all interested. Prohibitive prices were paid for locations, and in a short time the most desirable, advantageous and accessible retail district in this country was abandoned and deserted.

"Can it be that this ideal location will long remain idle. Let it be redevelped."

Unregulated Building Operations.

"One of the reasons why Fifth Avenue is so crowded is given in the letter of William Proctor of 27 Pine street: 'Last year on the west side of Park Avenue between Fifty-first and Fifty-second streets an apartment house was built, and morning after morning I have seen cars blocked as far north as Fifty-fourth street due to the unloading of materials in front of the building and waiting of teams to be unloaded.'

"Furthermore, the building materials, such as lime and mortar, were allowed to run over the street, and many persons with cars directed their drivers to go over to Fifth Avenue to avoid having their cars splashed with materials that would injure them.

"At the present time building operations are starting on the west side of Park Avenue between Fifty-first and Fifty-third streets, on the east side of Park Avenue south of Fifty-second street and on the east side of Park Avenue north of Fifty-third street. It is already the same condition of affairs is beginning to exist. This morning I attempted to go north in my car and was blocked by the cars stop here and nowhere else.

"As a result of these conditions, I have directed my chauffeur to keep away from that part of Park Avenue and take Fifth Avenue."

A Londoner's Suggestion.

A correspondent who signs himself "Cockney" gives explanation and solution:

"There seems to be a great deal of anxiety in New York over the congestion that apparently is so chronic on the elevated, subway and surface railways. All kinds of plans are suggested for the construction of new subways and the running of more trains. Without a doubt the overcrowding is a disgrace to the city and a hindrance to its progress. Yet the solution is quite simple.

"Unfortunately, every great enterprise in this country must of necessity be in the hands of a few. The result is the monopoly of some bloated corporation. There is no competition, and this is the main reason why the American citizen has to pay through the nose for everything; he is milked, mulcted and fleeced from the cradle to the grave.

"While one company holds the monopoly of passenger transport in the city that company will not trouble much about the noble and patient army of straphangers so long as the rich harvest of nickels is forthcoming. I don't know whether, according to American ideals, the welfare and comfort of the people is of secondary importance to the dividend of the trust.

"Let the city authorities grant concessions for a line—or twenty lines—of motor buses to be put on the streets.

Let Them Run on Every Avenue and Important Thoroughfare.

Let them run on every avenue and important thoroughfare, and you will soon see a vast improvement in the passenger traffic. Twenty thousand omnibuses would not be too many; they would save millions of dollars that may have to be expended on further subways. The ten-cent fare on Fifth Avenue is a robbery; that noble thoroughfare is a street jammed with thousands of wealthy owners; why must the fare there be double? Monopoly, of course.

Advantage of the Buses.

"If a surface car breaks down the whole line is blocked; if a motor bus breaks down the rest of the traffic can go round the obstruction, and no harm is done. The progress of a surface car uptown in the morning is painfully slow; a motor bus can thread its way through the traffic maze and make a good run in the intervals.

"Instead of surface cars stopping at every block let signposts be put up at certain points further apart, stating that the cars stop here and nowhere else. On such avenues where the elevated railway runs double-decker buses would not be safe; there they could have single deckers only.

"Why in the name of common sense should the citizens of New York not have better and more facilities to travel overground? Just thousands of wealthy owners who go on shopping expeditions in the middle of the day would prefer to travel by bus, especially if the distance were not very far. Motor buses would be a boon and a blessing to the enormous number of travellers going shorter distances; they could then ride in comfort without having to stand up all the time and without the inconvenience of climbing up the 'L' steps or down the subway stairs.

"It is absolutely necessary that the Interborough should be the only transport company in New York. Why not send a few commissioners to London to study the traffic problem? The traffic there is quite as heavy as here, and yet the enormous expense of overhead railways has never been found necessary. The people travel on the numerous underground railways, surface cars and thousands and thousands of omnibuses, which work all along the very routes covered by the other railways, above ground, under the ground. Is this impossible in New York?"

Antelo Devereux is Injured.

Clavicle Fractured When Horse Throws Him in Radnor Meet.

PHILADELPHIA, Nov. 30.—A. J. Antelo Devereux was thrown from his horse this afternoon and his left collarbone was broken. He was taken to the Bryn Mawr Hospital.

Mr. Devereux was riding in the three and a half mile horse country handicap race for the Radnor Valley Farm challenge cup at the annual horse show at the meet of the Radnor Hunt Club. He was taking a ditch half way over the course when his horse threw him.

Australian Coal Strike Ends.

MELBOURNE, Australia, Nov. 30.—The coal strike which has been in progress for several weeks, throwing thousands of men out of work and affecting many industries seriously, has been settled. The men will resume work on Monday.

275 Suitings And Overcoatings Week End Special \$22.50

This is an unusual assortment of woollens and worsteds. There are plain weaves and many fancy patterns—stripes, checks and unique designs not found in ready-to-wear clothes, to measure only. When compared with offerings elsewhere the prices will be found remarkably low.

Arnheim
TWO STORES
BROADWAY & NINTH STREET AND
30 E. 42D ST., BET. FIFTH & MADISON AVES.

AMUSEMENTS.

AMUSEMENTS.

New York's Artistic and Social Event
GRAND BALLROOM, HOTEL BILTMORE, DECEMBER 3RD, AT 9:30
B. F. B. Permanent Blind Relief War Fund
HON. JAMES M. BECK will officiate

The following artists will appear

Bernhardt
FRANCIS ALDA
HUGH ALLAN

Paderewski
WAR FILMS
First Time in New York—Sanctioned by the French Government
ALL SEATS RESERVED. TICKETS \$5 AND \$10
Boxes \$100 and \$200 at R. E. Johnston's Office, 1431 B'way, Tel. Bryant 608, and all Theatre Ticket Agencies.
STEINWAY PIANO AND MASON & HAMLIN ORGAN

METROPOLITAN OPERA HOUSE
Telephone BRand-1001-1003
To-night, 7:45. Overture, "The Barber of Seville." (L. Delibes). Act I. "The Barber of Seville." (L. Delibes). Act II. "The Barber of Seville." (L. Delibes). Act III. "The Barber of Seville." (L. Delibes). Act IV. "The Barber of Seville." (L. Delibes). Act V. "The Barber of Seville." (L. Delibes). Act VI. "The Barber of Seville." (L. Delibes). Act VII. "The Barber of Seville." (L. Delibes). Act VIII. "The Barber of Seville." (L. Delibes). Act IX. "The Barber of Seville." (L. Delibes). Act X. "The Barber of Seville." (L. Delibes). Act XI. "The Barber of Seville." (L. Delibes). Act XII. "The Barber of Seville." (L. Delibes). Act XIII. "The Barber of Seville." (L. Delibes). Act XIV. "The Barber of Seville." (L. Delibes). Act XV. "The Barber of Seville." (L. Delibes). Act XVI. "The Barber of Seville." (L. Delibes). Act XVII. "The Barber of Seville." (L. Delibes). Act XVIII. "The Barber of Seville." (L. Delibes). Act XIX. "The Barber of Seville." (L. Delibes). Act XX. 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